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MAP RESEARCH BULLETIN

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This bulletin has not been coordinated with the Intelligence organizations of the Departments of State, the Army, the Navy, and the Air Force.

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The SGI was established in 1899 as the official topographic mapping agency for Indochina. Before World War II it completed surveys at 1:80,000 for about two-thirds of the country and surveys at 1:20,000 for about one-tenth. These surveys were used to prepare maps at scales of 1:100,000 and 1:25,000, respectively. This work was interrupted by the Japanese occupation of the country in March 1945. At the end of World War II, in September 1945, the Japanese left Indochina, taking with them or destroying most of the stocks of maps and the map plates. Immediately after the war the SGI had to rebuild the organization, assemble a complete set of maps, and replace the deteriorated or missing plates. This work was carried out with the assistance of the Institut Géographique National (IGN), which made monochrome copies of the map sheets. In 1947 the SGI was reorganized and placed under the technical direction of IGN. The SGI now employs about 200 persons, of whom approximately 70 are French technicians sent to Indochina by IGN.

The Service Cartographique was organized in 1949 as a bureau under the General Staff of the French Army in Indochina. The Service now consists of about 135 people, all French military personnel. The bureau's primary function is the revision of the 1:25,000 topographic maps of Indochina, but it also takes care of the map and map intelligence needs of the General Staff.

I. FRENCH MAPPING IN INDOCHINA, 1945-51

Indochina is one of the major areas in which Communist and anti-Communist forces have come into open conflict. The French armed forces and those of the Vietnamese are fighting the Communist forces of the Viet Minh, who receive supplies and other aid from Communist China. The defeat of the Viet Minh forces is necessary to prevent the advance of Communism into southeastern Asia. To date the French have borne the brunt of this effort, and an important factor in their future success lies in their possession of accurate maps of Indochina. For this reason, French attempts during the last 5 or 6 years to improve the quality of the map coverage and to produce new large-scale maps for areas now covered only by medium-scale maps are especially significant.

A. Mapping Agencies

The most active mapping agencies in Indochina are the two French organizations: (1) the civilian Service Géographique de l'Indochine (SGI), located at Dalat, and (2) the military Service Cartographique, with headquarters at Saigon and a detachment at Dalat. Since the end of World War II the major production emphasis has been on the 1:25,000 and 1:100,000 topographic series of Indochina. The SGI has worked on both of these series, as well as on the production of other maps. The Service Cartographique, after its creation in 1949, took over the 1:25,000 series and has concentrated on planimetric revision of the sheets from aerial photography.

The organization consists of two détachements géographiques, one at Saigon and the other at Dalat. The group at Dalat is under the technical direction of the Director of the SGI, and the staff of approximately 32 people is working mainly with geodetic materials of the SGI. The larger group at Saigon handles cartography, photogrammetry, reproduction, and printing. Maps produced by the Service Cartographique are identified by the notation in the legend that they were printed at the DGEO (Détachement Géographique en Extrême Orient).

B. Map Production

The major mapping jobs in Indochina since 1945 have been the production of about 175 sheets at 1:100,000 by the SGI and the production of about 450 sheets at 1:25,000. Twelve of the 1:25,000 half sheets are produced in color by the SGI and the rest as monochromes by the Service Cartographique. The index map accompanying this article (CIA 12000) shows the extent of coverage by these sheets.

The 1:100,000 series, Carte de l'Indochine au 100,000e, was planned by the SGI as the basic topographic series for all of Indochina. By 1945, about two-thirds of the 500 sheets required for complete coverage had been published. Most of these were reprinted in monochrome by IGN in 1945.

The 175 sheets of the 1:100,000 series that have been produced since 1945 have three types of format -- the intermediate, the simplified, and the provisional monochrome. More than half have been issued in the intermediate type, which has six or more plates and is produced when the old plates are still usable without too much correction or repair. The simplified type has from two to six plates and is produced when the old plates are not usable and must be redrawn. A few new first editions have been issued provisionally in the form of extremely simplified monochromes which show only roads, villages, spot heights, and crestlines of terrain. Plans of the SGI and the IGN call for the flying of aerial photography for Indochina north of 16°N for use in construction of new 1:100,000 sheets and revision of old sheets of this area. It is hoped at Dalat that the planes will be available sometime during 1951. SGI plans also call for the eventual replacement of present types of 1:100,000 sheets by a new type comparable to the 1:100,000 IGN coverage of France.

The 1:25,000 series covers much of the more densely populated areas of Indochina--the Tonkin delta area, the Cochinchina delta area, and parts of the Annam coastal plain. The original sheets (about 650 half-sheets) were published in color by the SGI between 1904 and 1944 and are divided into three series: the Carte des Deltas du Tonkin au 25,000e, the Carte des Deltas del'Annam au 25,000e, and the Carte de Cochinchine au 25,000e. The three series were

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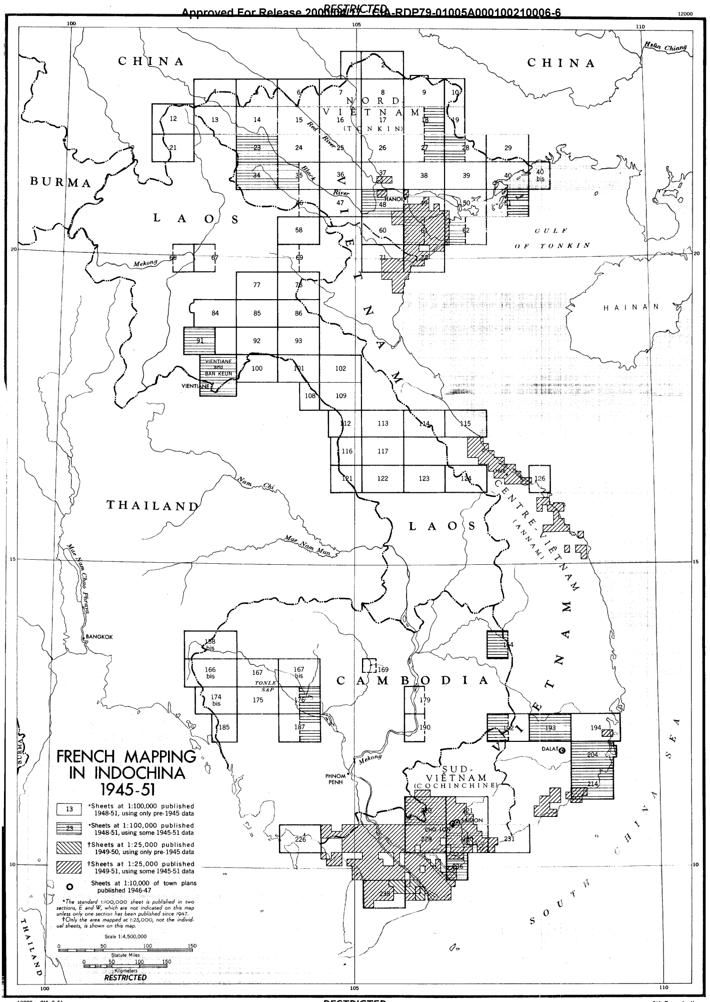
12000



12000 CIA, 9-51

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reprinted in monochrome editions by IGN in 1945. Between November 1949 and January 1950 the SGI published 12 sheets of the Cochinchina series in a multicolored "Édition Provisoire Simplifiée." No data of 1945 or later were used in the compilation of these sheets. Since 1949 the Service Cartographique has produced about 450 monochrome sheets, all of which have been at least partially revised (planimetric) from aerial photography. Additional sheets are now being published at the rate of 20 to 30 a month. Each sheet includes a diagram indicating which areas have been revised. The Service Cartographique does no field work and flies none of the aerial photography used in revisions. About 1,000 copies are published of each sheet that has been revised throughout all or nearly all of its area; about 800 copies are made of sheets that are revised only in part. The plans of the Service Cartographique include the revision of all the old 1:25,000 sheets and the construction of new sheets of some areas for which maps at this scale are urgently needed but are not available.

Several topographic maps at scales other than 1:25,000 and 1:100,000 have been published by the SGI during the period 1945-51. The four sheets of the 1:20,000 Environs de Lang-Son series were reprinted in 1950 but with no corrections later than 1943. Six monochrome sheets of the 1:20,000 Région de Cam-Ranh series were published during 1950 in a provisional edition based on photogrammetric compilation (done in Paris by IGN) from recent aerial photography.

For the Dalat area, provisional editions at 1:20,000 have been published of Dankia Ankroet (monochrome), Lang Bian-Dalat (monochrome), and Lien Khang (four colors). Some of the 1:100,000 sheets have been enlarged to 1:50,000 and published in color by quarter-sheets.

Town plans at 1:10,000 have been produced by the SGI for Cholon, Saigon, and Dalat (see CIA 12000). These plans have some revisions as of 1945 or later.

Several new or revised maps at medium or small scales have been published by the SGI since 1945. The most important are the Carte Général de l'Indochine Française (1:2,000,000, revised 1948), the Carte Ethnolinguistique (1:2,000,000, revised 1949), and the Carte de l'Indochine au 500,000e (reprinted as "Édition d'études" with overprints of the 1:100,000 sheet-lines or of first-order triangulation).

C. Ground Surveys

Since 1945 the SGI has done very little ground surveying. Some first-order triangulation has been carried out at Ban Mé Thuột as well as some topographic surveys in the Lien-Khang and Dran-Krong Pha areas. At last report, some leveling and first-order triangulation was under way near Dalat, and three groups were working on topographic surveys west of Ban Mé Thuột.

D. Aerial Photography

The French in Indochina have available for their use USAF and RAF aerial photography covering about half of the total area. The RAF photography provides post-World War II coverage (vertical) at 1:25,000 and 1:50,000 for about from 35 to 40 percent of Indochina -- the area south of approximately 16°30'N. The USAF has 1942-45 vertical photography at various scales for about from 25 to 30 percent of the area north of the RAF coverage. The coverage and characteristics of photography flown by the French are not known, although French photography is indicated by some of the revision diagrams on the new 1:25,000 sheets.

II. UNRESTORED RAILROAD BRIDGES IN POLAND

The official Polish railroad timetable for 1950-51 shows 17 breaks in the Polish railroad system, which are referred to in the schedules as "sectors not in operation." Most of the breaks are located in former German territory. In locating them on a map it was found that all occur at river crossings. The existence of bridges at these points before World War II is confirmed by German studies of the area, large- and medium-scale maps, and postwar intelligence data.

None of the breaks is along lines classified in the legend of the timetable map as "lines for fast trains." For this reason the bridges probably have a lower priority in the postwar reconstruction program than have those on trunk lines. Nevertheless, the bridges are significant from both the economic and the strategic point of view. Reconstruction of the bridges would make possible increased passenger and freight traffic along their respective lines, thus relieving to some extent the current traffic congestion along trunk lines and at those bridges that are in operation. With the restoration of the bridges, passengers and freight, either military or civilian, could be moved more directly and rapidly or could be rerouted with greater ease in case of emergency.

In the following paragraphs, each of the 17 sectors in which bridges are unrestored is listed and described on the basis of

available prewar statistics. Each bridge is located by citing the nearest towns or railroad stations on both sides of the river crossing. Prewar bridge information given includes trackage, over-all length, and type of construction. The temporary substitutes or the status of reconstruction also is noted if such postwar information is available from intelligence sources or from the 1950-51 Polish timetable. For only a few of the bridges, however, are recent intelligence data on the status of reconstruction available. The 17 sectors also are located on the accompanying map (CIA 11962) by numbered circles, which are keyed to the following descriptions.

1. Bridge over the Vistula between Opalenie and Kwidzyń (Marienwerder) -- This combination railroad and road bridge was dismantled before World War II. The bridge was located at the border crossing between Poland and German East Prussia. Its removal was undoubtedly a defensive measure. Available information indicates that the concrete piers are still standing and that reconstruction is progressing at the eastern end of the bridge. The over-all length of the bridge is estimated at 2,730 feet. Completion is not expected before 1952.

2. Bridge over the Vistula between Dragacz and Grudziądz -- Formerly this was a combination road and single-track railroad bridge of steel and concrete construction, which was 4,608 feet in length. The bridge is still out, and traffic crosses the river by ferry. Reconstruction, though started, has been delayed as a result of priority stipulations.

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OIL EXPLORATION IN THE NETHERLANDS

The most productive oil field in Western Europe is the Schoonebeek field near the German boundary in the Netherlands, which supplied one-third of the 1950 petroleum needs of the Netherlands. Although the field was discovered in 1943, the majority of the producing wells were drilled in 1948 and 1949. The Nederlandse Aardolic Maatschappij (N.A.M.) currently is concentrating on exploratory work in other parts of the country, especially in the Coevorden and Enschede areas in eastern Netherlands and at several places in western Netherlands. All exploration and exploitation are done by the N.A.M., which is owned jointly by the Royal Dutch Shell Petroleum Company and the Standard Oil Company of New Jersey.

25X1A

POLAND: UNRESTORED RAILROAD BRIDGES

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11962

GERMAN-POLISH EQUIVALENTS FOR PLACE NAMES
IN FORMER GERMAN TERRITORY

GERMAN	POLISH
Altdamm	Dąbie
Arnswalde	Choszczno
Bad Flinsberg	Swieradów Zdrój
Bad Kudowa	Kudowa-Zdrój
Bad Polzin	Połczyn-Zdrój
Bauerwitz	Baborów
Belgard	Białogarda
Berlinchen	Barlinek
Beuthen	Bytom
Bohrau	Borowa
Breslau	Wrocław
Brieg	Brzeg
Brockau	Brochów
Bublitz	Bobolice
Buchenau	Nędza
Bunzlau	Bolesławiec
Bütow	Bytów
Cammin	Kamień-Pomorski
Cosel	Koźle
Crossen	Krosno Odrzańskie
Daber	Dobra
Deutsch Krone	Wałcz
Deutsch Rasselwitz	Racławice
Deutsch Wette	Nowy Świętów
Dramburg	Drawsko
Driesen	Drezdenko
Falkenburg	Złocieniec
Flatow	Złotów
Frankenstein	Ząbkowice Śląskie
Fraustadt	Wachowa
Freystadt	Kożuchow
Friedeberg	Strzelce
Gassen	Jasień
Glatz	Kłodzko
Gleiwitz	Gliwice
Glogau	Głogów
Goldberg	Złotoryja
Goldmoor	Szydłów
Gollnow	Gdeniów
Görlitz Moys	Zgorzelec Ujazd
Grafenweiler	Kolonowskie
Gramenz	Grzmiąca
Greifenberg	Gryfice
Greifenhagen	Gryfino
Gross Graben	Grabowno Wielkie
Gross Strehlitz	Strzelce
[illegible]	[illegible]
Grünberg	Zielona Góra
Guhrau	Góra
Haynau	Chojnów
Heidersdorf	Łagiewniki
Heinrichau	Henryków
Heydebreck	Kedzierzyn
Hindenburg	Zabrze
Hirschberg	Jelenia Góra
Hundsfeld	Psie Pole
Ilnau	Jełowa
Jädickendorf	Godków
Jastrow	Jastrowie
Jauer	Jawor
Kallies	Kalisz
Kamenz	Kamieniec
Kholfurt	Węgliniec
Klein Schönfeld	Chwarstnica
Kolberg	Kołobrzeg
Königszelt	Jaworzyna Śląska
Kontopp	Konotop
Körlin	Karlino
Köslin	Koszalin
Krehlau	Krzelów
Kreuz	Krzyz
Kreuzburg	Kluczbork
Kunersdorf	Kunowice
Küstrin	Kostrzyn
Labes	Łobez
Landeshut	Kamienna Góra
Landsberg	Gorzów Wielkopolski
Lauban	Lubań
Lauenburg	Lębork
Leba	Łeba
Leobschütz	Głubczyce
Liebau	Lubawka
Liegnitz	Legnica
Linderei	Lipinka
Löwenberg	Lwówek Śląski
Lüben	Lubin
Maltsch	Malczyce
Meseritz	Międzyrzecz
Militsch	Milicz
Mittelsteine	Ścinawka Średnia
Mittelwalde	Międzylesie
Modlau	Modła
Namslau	Namysłów
Naugard	Nowogard
Neisse	Nysa
New Bentschen	Zbąszynek
Neusalz	Nowa Sól
Neustadt	Prudnik
Neustettin	Szczecinek
Ohalu	Oława
Öls	Oleśnica
Oppeln	Opole
Ottmachau	Otmuchów
Peiskretscham	Pyskowice
Piltsch	Pilszcz
Plathe	Płoty
Plönsig	Płońsko
Pölitz	Police
Polinow	Polanów
Pyritz	Pyrzyce
Ratibor	Racibórz
Reichenbach	Dzierżoniów
Reppen	Rzepin
Rosenberg	Olesno
Rösslingen	Kobierzyce
Rothenburg	Czerwińsk
Rügenwalde	Darłowo
Ruhbank	Sędzisław
Ruhnow	Runowo
Rummelsburg	Miastko
Sagan	Żagań
Sänitz	Sanice
Schivelbein	Swidwin
Schlawe	Sławno
Schlochau	Człuchów
[illegible]	[illegible]
Schwerin	Skwierzyna
Schwiebus	Świebodzin
Siegersdorf	Zebrzydowa
Soldin	Myślibórz
Sommerfeld	Lubsko
Sorau	Żary
Sprottau	Szprotawa
Stargard	Starogrod
Steinau	Scinawa
Stettin	Szczecin
Stolp	Słupsk
Stolpmünde	Ustka
Strehlen	Strzelin
Striegau	Strzegom
Swinemünde	Świnoujście
Tempelburg	Czaplinek
Teuplitz	Tuplice
Topper	Toporów
Trachenberg	Żmigród
Trampke	Trąbki
Treptow	Trzebiatów
Virchow	Wierzchowo
Wäldchen	Boreczek
Waldenburg	Wałbrzych
Waltersdorf	Niegosławice
Wietstok	Wysoka Kamieńska
Wohlau	Wołów
Wurow	Worowo
Zollbrück	Korzybie
Züllichau	Sulechow

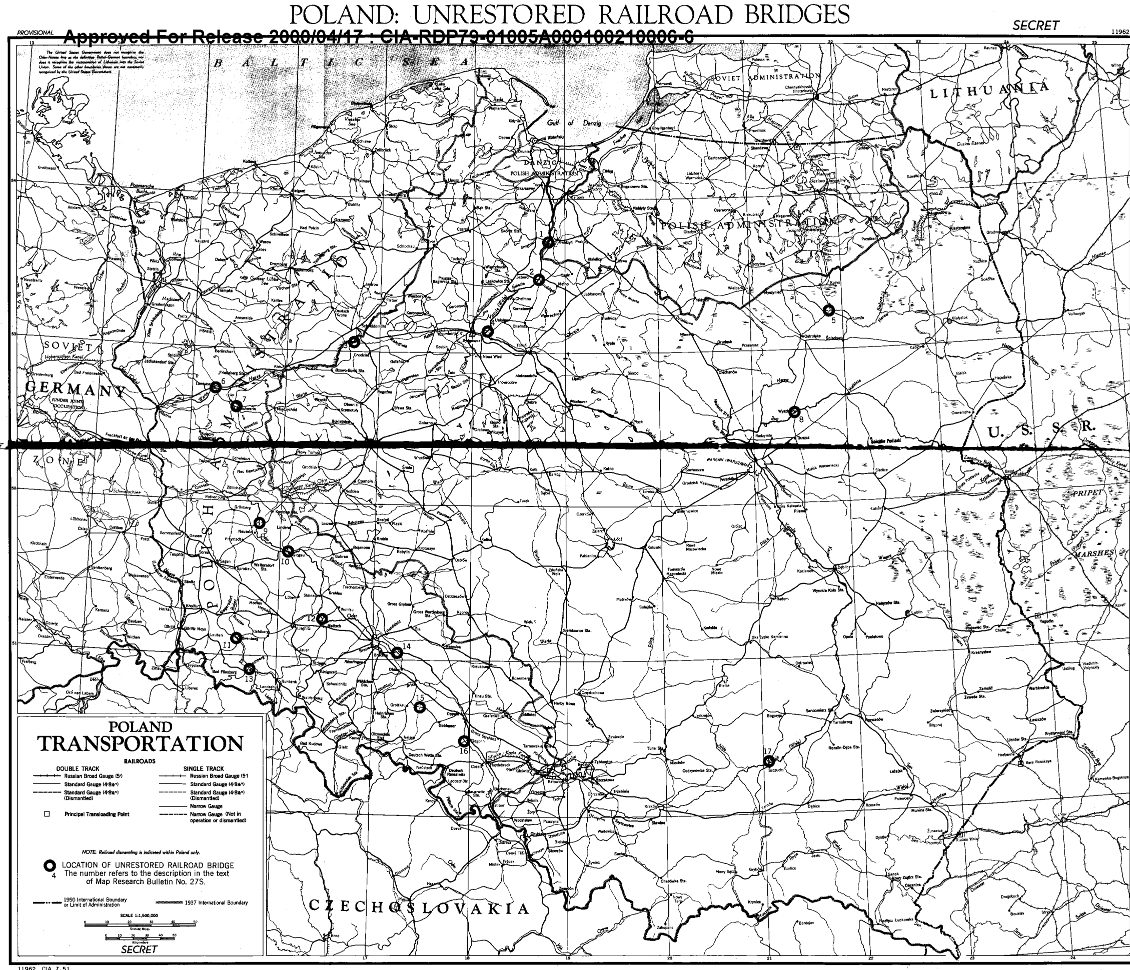
SOURCES

BASE: *MAPA POLSKI 1:1,000,000* Wojskowy Instytut Geograficzny Sztabu Generalnego W. P. 1948

RAILROADS: *SIEĆ KOLEJOWA 1:2,000,000* Preliminary Sheet from *Atlas Polski*, Główny Urząd Pomiarów Kraju, Warsaw 1948

MAPA POLSKIEJ SIECI KOLEJOWEJ (Map of the Polish rail net) 1:1,500,000 General Directorate of State Railroads (map accompanying a Polish timetable for the winter of 1950-51)

NOTE: Data from above sources have been supplemented from recent intelligence reports.



11962 CIA, 7-51

3. Bridge over the Notéc between Ujście Południowy and Ujście Noteckie (Deutsch Usch) -- Before World War II this steel bridge with an over-all length of 185.9 feet carried a single-track railroad. The 1950-51 timetable refers to the bridge sector as temporarily discontinued, thus indicating that reconstruction is at least contemplated.

4. Bridge over the Vistula between Fordon and Ostromecko -- This was a combination road and single-track railroad bridge of steel and stone construction, 4,191.5 feet long. At present, traffic is carried across the river by ferry. Although Polish sources indicate that traffic has been temporarily discontinued, a 1950 field report states that no signs of bridge reconstruction are visible. If reconstruction were to be started immediately, it is estimated that the bridge could not be in service before 1952.

5. Bridge over the Narew between Morgowniki and Nowogród -- The old bridge was of iron construction and carried a single-track narrow-gauge railroad. The bridge is not mentioned in the Mil-Geo report on Polan or in other prewar German studies, but it is described in several postwar sources. Communication is maintained by a transfer of passengers and freight.

6. Bridge over the Warta between Gorzów Wielkopolski (Lansberg) and Gorzów Zamoście (Lansberg Brüchen Vorstadt) -- Before the war a single-track steel railroad bridge 951.2 feet long occupied this

position. Polish sources indicate that train service is only temporarily discontinued, but no information is available on the progress of reconstruction.

7. Bridge over the Warta between Skwierzyna Gaj (Schwerin Stadtforst) and Skwierzyna (Schwerin) -- A single-track railroad crossed the Warta by way of this steel bridge, which had a total length of 603.5 feet. The bridge is still demolished, but the 1950-51 timetable indicates the break as temporary.

8. Bridge over the Bug between Wyszków and Rybienko -- Formerly a single-track steel railroad bridge with a total length of 1,312 feet was located at this point. The bridge is being reconstructed. At present, passengers detrain at the Rybienko railroad station, cross a wooden bridge over the Bug River, and entrain at the Wyszków railroad station.

9. Bridge over the Oder between Stany (Aufhalt) and Bobrowniki (Bobernig) -- The demolished bridge was a single-track steel railroad bridge of arch-type construction, with an over-all length of 2,126.6 feet. No reconstruction has been reported. Traffic up to an estimated load capacity of 10 tons is routed over an old wooden-trestle bridge located about 100 yards upstream.

10. Bridges over the Oder between Głogów (Glogau) and Odrzycko -- Two railroad bridges were formerly in operation in this sector. The first, which crossed the old river bed of the

Oder, was actually two single-track bridges carried by common piers. The bridge was of steel construction and was 1,344.8 feet in length. A second bridge crossed the new river bed of the Oder. This was a double-track steel bridge, 577.28 feet in length. Information as to whether both or only one of these bridges is out of commission is not available. The 1951 timetable merely refers to the sector as temporarily out of operation.

11. Bridges over the Bobrawa between Żwówek Slaski (Löwenberg) and Ptakowice (Plagwitz) -- Two single-track steel railroad bridges served this sector before World War II -- a bridge 532.7 feet long north of the city of Żwówek Slaski and a bridge 2,460 feet long north of the Żwówek Slaski railroad station. The former crossed the Bobrawa River and the latter, the area subject to flooding along the river. No information is available as to whether one or both bridges are out of commission. The current timetable indicates that train service is replaced by buses.

12. Bridge over the Oder between Lubiaz (Leubus) and Malczyce (Maltsch) -- Formerly this was a combination road and single-track railroad bridge of steel construction, 872.5 feet long. The bridge was located between two single-track steel approach bridges, 423.4 feet and 584.8 feet long, that crossed flood areas east and west of the main bridge. Information as to which of the three bridges is out of commission is not available. The 1950-51 timetable refers to the sector as temporarily out of operation.

13. Bridge over the Bobrawa between Jelenia Góra (Hirschberg) and Jelenia Góra Zachodnia (Hirschberg West) -- This viaduct-type double-track railroad bridge, located between the main and western stations of the town, was blown up by the Germans and has not yet been rebuilt. The bridge was 567.4 feet long.

14. Bridges over the Oder between Czernica Wrocławski (Grossbrück) and Kotowice Wrocławski (Jungfernsee) -- Before World War II, two double-track railroad bridges serviced this sector. A steel bridge crossed the old river bed of the Oder (Schlangensee) at a point 1.24 miles west of Czernica Wrocławska. A second steel bridge 1,425.8 feet long crossed the main river at a point 0.75 mile west of Czernica Wrocławska. No information is available as to which of the bridges is still out of operation.

15. Bridge over the Neisse between Radoszowice (Rauschwalde) and Osiek Grodowski (Auenrade) -- This was a combination pedestrian and single-track railroad bridge of steel construction, 275.5 feet in length. At present, no reconstruction is in progress, but the 1950-51 timetable refers to the sector as temporarily out of operation.

16. Bridge over the Oder between Krapkowice (Krappitz) and Otmet (Ottmuth) -- The prewar single-track railroad bridge at this point was destroyed by the Germans. It was a three-span bridge of steel construction, 602.2 feet in length. Rail traffic now is being maintained by a transfer of freight and passengers over a

semipermanent bridge constructed on the same site. Two original masonry piers are still in use, but the rest of the bridge is supported by temporary wooden-pile trestles. The present bridge does not carry rail traffic.

17. Bridge over the Vistula between Rataje Wask and Szczucin -- This combination road and narrow-gauge railroad bridge was destroyed during World War II. The 1950-51 Polish timetable refers to this break as a sector temporarily out of operation. A 1951 field report states that reconstruction of the demolished bridge is almost completed but that traffic is still being maintained by a ferry.

Major Published Sources

(1) Urzedowy Rozkład Jazdy-Zima 1950/51 (Official Timetable 1950-51), Warsaw, 1950.

(2) Generalstab des Heeres, 9 Abteilung (Mil-Geo), Militärgeographische Beschreibung von Polen (Military-Geographic Description of Poland), 1939.

(3) Generalstab des Heeres, 9 Abteilung (Mil-Geo), Zusammenstellung der Übergänge im Stromgebiet der Oder und der Küstenflüsse in Pommern (List of River Crossings in the Oder River Basin and Coastal Rivers in Pomerania), 1938.

(4) Generalstab des Heeres, 9 Abteilung (Mil-Geo, Flusskartei), Mil-Geogr. Beschreibung des Flussnetzes im West russischen Grenz

Gebiet (Military-Geographic Descriptions of the River Nets in the Western Russian Border Area), 1941.

(5) Übersichtskarte 1:300,000 der Übergänge im Stromgebiet der Oder und der Küstenflüsse in Pommern (1:300,000 Survey Map of the River Crossings in the Oder River Basin and Coastal Rivers in Pomerania); 1938; 6 sheets (accompanies Item 3, above).

(6) Polen; 1:1,000,000; Generalstab des Heeres, 9 Abteilung (Mil.-Geo); 1939 (reproduction of prewar Polish map, accompanies Item 2, above).

(7) Mapa Polski; 1:1,000,000; Wojskowy Instytut Geograficzny, Sztabu Generalnego W. P.; Warsaw, 1947; CIA Map Library Call No. 45209.

(8) [Poland 1:100,000, Stopnica Sheet]; Wojskowy Instytut Geograficzny, Warsaw; 1921-42; CIA Map Library Call No. 28808.

III. DEMILITARIZED ZONES BETWEEN ISRAEL AND SYRIA

Several clashes between Israeli and Syrian forces have taken place in the Demilitarized Zones between the two countries. These clashes and the subsequent prolonged discussions that have occurred between United Nations officials and representatives of the two states serve to emphasize the need for great care in representing these zones on maps. The Demilitarized Zones, together with the Israeli-Syrian Armistice Demarcation Line, were established by the General Armistice Agreement of 20 July 1949 between the two countries[1]. Factors involved in the dispute are the ultimate sovereignty over the zones, control of Israeli and Arab properties there, and the continuation of Israeli drainage operations near Lake Hule.

Israel has emphasized its claim to sovereignty over the areas a number of times since the dispute arose. Foreign Minister Moshe Sharett stated the official position as follows:

> As to the question of sovereignty over the demilitarized zones our attitude is clear. On May 14, 1948, this area, as an inseparable part of the territory of the British Mandate, automatically became part of the territory under Israel's sovereignty. Some time later the Syrian Forces invaded this area. The Armistice Agreement, however, ended this invasion. By this, the zone automatically reverted to Israeli sovereignty and, therefore, whoever wants to dispute this fundamental fact has to bear the burden of proof.[2]

1. United Nations, Security Council, Official Records, Special Supplement No. 2, Document S/1353/Rev. 1, pp. 1-11. The zones are shown on the map accompanying this document -- No. 219X UN Presentation 1359X; September 1949; 1:50,000.

2. FBID, 16 April 1951, p. 001, "Sharett Explains Stand on Hule Issue," Jerusalem, 15 April 1951 (Restricted).

Syria, on the other hand, claims to be the protector of the Arabs who own and occupy land within the zones. Although the Demilitarized Zones are outside its boundary, Syria nevertheless regards them as within its natural frontiers and points to Syrian armed occupation of most of these areas before the Armistice Agreement of 20 July 1949 in support of its claims. Finally, Syria claims that Israel commenced drainage work near Lake Hule without the permission of the Chairman of Mixed Syrian-Israeli Armistice Commission. Syria has outlined a tentative settlement which would result in a partition of the zones approximately along a line through the centers of Lake Tiberias, the Jordan River, and Lake Hule. The outcome of this proposal is not clear at present.[1]

In spite of the Israeli contention, it seems clear that the Armistice Agreement made no attempt at territorial settlement. The agreement states:

> It is emphasized that the following arrangements for the Armistice Demarcation Line between the Israeli and Syrian armed forces and for the Demilitarized Zones are not to be interpreted as having any relation whatsoever to ultimate territorial arrangements affecting the two Parties to this Agreement.[2]

Neither the UN Security Council nor the Mixed Armistice Commission has given grounds for the contention that the Armistice Agreement conferred sovereignty over the areas.

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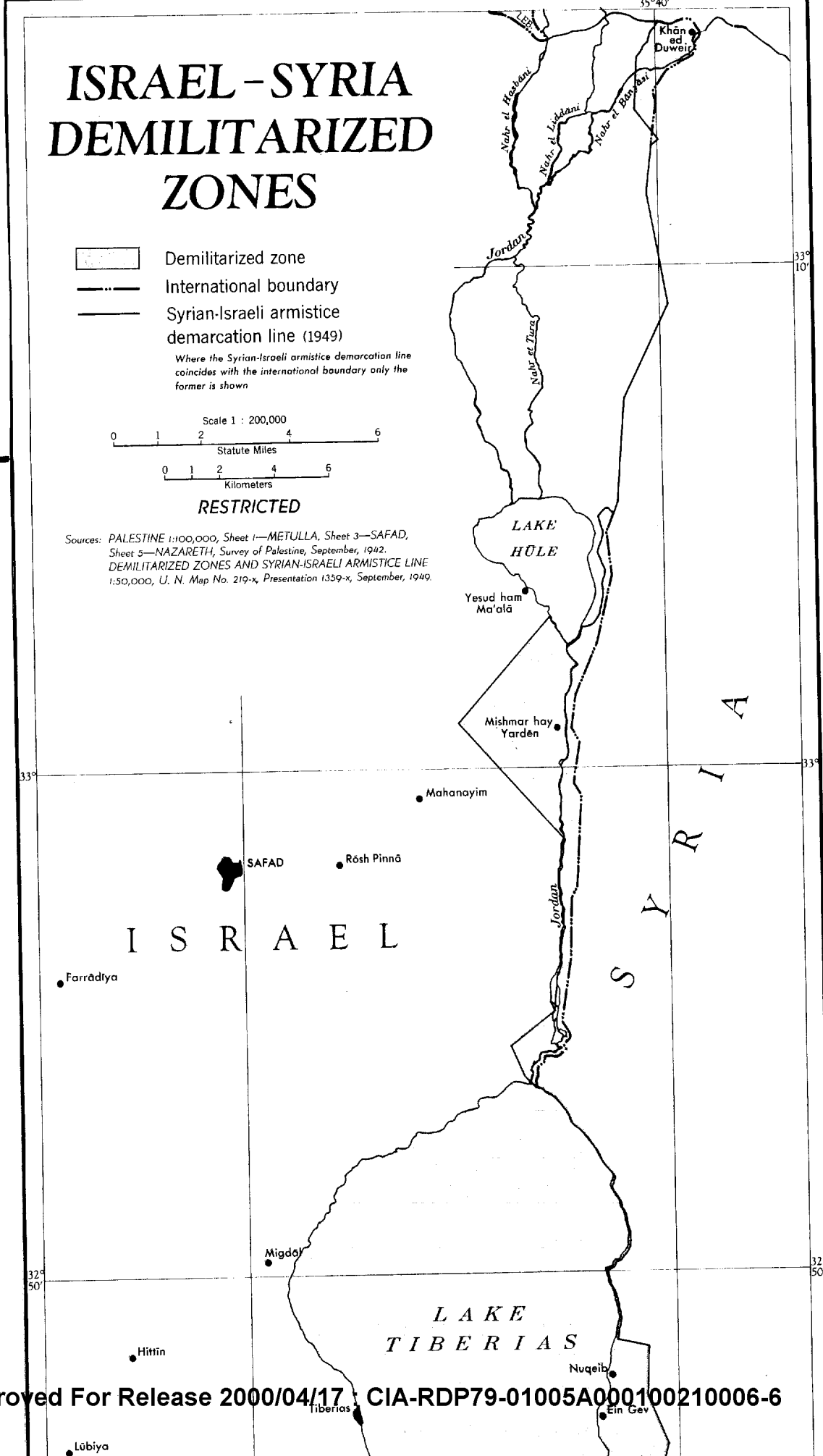
1. Department of State Despatches 431, Damascus, 9 April 1951 (Confidential); 469, 2 May 1951, and 32, 20 July 1951 (Secret).

2. United Nations, Security Council, Official Records, Special Supplement No. 2, Article V, Part 1, p. 3.



Since the question of sovereignty over the areas has not been settled, the problem arises as to their cartographic treatment. The accompanying map, CIA 11954, shows the armistice lines and Demilitarized Zones as represented on the official UN map which forms part of the Armistice Agreement. Pending further agreement, it is suggested that, within the limitations of scale, the Demilitarized Zones be shown on all official maps of this area.

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V. BRIEF NOTICES

A. NEWLY MAPPED RAILROAD TO THE MANGANESE MINES AT DZHEZDY, KAZAKH SSR

The existence of a railroad line between Dzhezdy (48°03'N - 67°05'E) and Dzhezkazgan (47°51'N - 67°14'E) was reported in 1948 but is shown cartographically for the first time on a 1950 Soviet map, Politiko-Administrationaya Karta Kazakhskoy SSR, 1:1,500,000 (CIA Map Library Call No. 72561). Earlier Soviet maps fail to show any information on this line. The line is a 30-kilometer spur leading northwestward from the line between Baykonur (47°50'N - 66°04'E) and Zharyk (48°51'N - 72°50'E), which is a southwestward branch of the Magnitogorsk-Karaganda-Balkhash trunk line.

The spur was established solely for the purpose of servicing the recently developed and strategically important manganese deposits located at Dzhezdy. The 1950 Soviet timetable does not indicate any passenger traffic to Dzhezdy over this line. According to available reports, the spur was constructed in 1945 to facilitate the shipment of manganese ore from the Dzhezdy mines to the Magnitogorsk Metallurgic Combine. It is estimated that from 50 to 60 percent of all manganese needed by the Magnitogorsk works is supplied by the Dzhezdy mines. From 10 to 12 trainloads, averaging approximately 1,000 metric tons each, are despatched from Dzhezdy every month.

The manganese industry which developed during World War II in the Karsakpay region also depends largely on Dzhezdy manganese ore, and small quantities of ore are sent to Alma-Ata and Karaganda.

The significance of the Dzhezdy-Dzhezkazzan line is closely linked with the exploitation of the Dzhezdy manganese mines. Exploitation of the mines began at the end of 1942 to replace the important manganese mines at Nikopol' in the Ukraine, which was occupied by the Germans. At the same time, output of manganese ore from the Chiatura mines in the Caucasus also was restricted. The manganese ore content of the Dzhezdy mines, however, is considerably lower than that at Nikopol' and Chiatura, being estimated as 30 to 33 percent. The mines are administered by the Dzhezdy Manganese Ore Directorate (Dzhezdinskoye Margantsovoye Rudoupravleniye), which in turn is controlled by the Ministry of Metallurgical Industry of the USSR, through the Chief Directorate of the Ore Industry. The output of manganese ore of the Dzhezdy directorate for 1947 and 1948 amounted to approximately 112,000 and 125,000 tons, respectively. The over-all manganese ore reserves are estimated at 2,000,000 tons.

Dzhezdy is strictly a mining settlement. It is inhabited primarily by industrial workers and their families, and a number of the workers are mining specialists evacuated from the Nikopol' area. According to available sources, the population was about 1,900 as of 1948.

B. MAP OF THE PETROLEUM AND GAS INDUSTRY OF THE USSR

A map[1] of the petroleum and gas industry of the USSR included in a 1950 Soviet text on the geography of industry provides evidence which tends to confirm the existence of oil refineries at Kherson, Osipenko, and Molotov. It also is the most up-to-date available Soviet cartographic representation of the petroleum and gas industry of the country. From earlier aerial photographs and intelligence reports, it is known that refineries were in operation at Kherson and Osipenko before World War II and that they were either damaged or dismantled during the war. The refineries, however, are not shown on any available Soviet maps of the immediate prewar or early wartime periods. Some reports indicate that equipment from the Osipenko plant may have been removed to Molotov in 1941. Intelligence components of the government are not in full agreement as to the postwar reconstruction of plants at Kherson and Osipenko or as to the existence of an oil refinery at Molotov.

In the legend of this map the term neftepererabotka (petroleum preparation plant) is used rather than the more specific term nefteperegonnyy zavod (petroleum distillation plant or refinery). "Petroleum preparation" may be applied to any one or to the whole gamut of industries associated with petroleum. In Soviet

1. In P.N. Stepanov, Geografiya Promyshlennosti SSSR, Moscow, 1950, p. 63.

usage, however, the term frequently is applied to refineries. Furthermore, all of the other places at which petroleum preparation plants are shown are known to be the sites of refineries. Consequently, the map may be interpreted as indicating that refineries are located in Kherson, Osipenko, and Molotov.

C. RAILROAD CHANGES IN ISRAEL

In the last few years a number of changes have been made in the alignment of railroads in Israel. Outstanding among these is the construction of a direct, standard-guage coastal route from Tel Aviv, North Station, to Haifa. The old mainline route will continue in use north of Kilometer 47 (also referred to as Remez Junction), about 3 kilometers northeast of Hadera. South of that point a new line is being constructed, which will pass through Tel Aviv, North Station, and join the existing track near Pitah Tiqva. The new construction is shown as completed on the Tourist Motor Map of Israel, 1:500,000, Survey of Israel, 1950 (CIA Map Library Call No. 72223). On a 1950 manuscript map of the Israeli railroads at 1:100,000 (Call No. 72200) the line in shown as still under construction. Recent reports indicate that all of the roadbed actually has been completed, but as of May 1951 track had been laid only as far north as Natanya. When finished, the new line is expected to carry most of the Tel Aviv-Haifa traffic, since

it is considerably shorter than the existing line, is well removed from the Jordanian border, and will serve Herzliya and Natanya as well as Tel Aviv, Hadera, and Haifa.

Rail traffic from Tel Aviv to Haifa formerly was routed southeast to Lydda, northeast to Ras el Ain, and thence northward through Tulkarm and Kilometer 47 to Haifa. Much of this route ran close to what is now the Israel-Jordan border. In May 1948, Tulkarm fell under Jordanian control. In order to maintain through traffic, a 2-kilometer bypass through Israeli territory was constructed. On both of the maps cited, this bypass is shown as completed.

At present, train service over standard-guage Israeli Railways is scheduled from Migdal Gad, near the southern border, to Nahariya, 9 kilometers south of the Lebanese border. The narrow-gauge (105-cm.) line from Haifa to Samakh on Lake Tiberias, although entirely in Israeli hands, has no trains scheduled over its route.

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